

maker shaping slippers of morocco-leather, and a variety of native artists playing their different trades. In the butchers' shops I observed a luxury (at least we Scotchmen esteem it as such) which I little expected to meet with so far from home, namely, a single sheep's head. The meat here is but indifferent. The restaurants affect the Parisian cuisine; but, whether it be the fault of the cook, the viand, or the climate, I have had little gastronomic pleasure since my arrival.

The general food of the natives is consuetudinary, a preparation of flour somewhat like macaroni, but enriched with a mixture of the yolk of eggs, and stewed with a little portion of animal food. I found it very palatable, though a little too highly peppered. Far different were my sensations when I tasted a bit of their mutton which they preserve unaltered in salt. I believe they smoke it first; it is horrible stuff.

Before the arrival of the French, an European could not find at Algiers either an inn or an eating-house. The African merchants arriving in the city had, and still have, covered bazaars where their goods are laid, with sleeping places in the upper stories, forming a sort of hostellerie. Near one of these bazaars I remarked also a cook's shop—a miserable dirty hole, where a Moor was roasting bits of meat about the size of a walnut, spitted on an iron wire, over a charcoal fire before the shop. When they were done, he whipped them cleverly off the spit into the plates of his customers, who grabbed them with their dirty hands, and seemed to relish them much.

As the Algerians shave their heads, though not their beards, they have barbers among them, and the barbers' shops are here, as they have ever been in a simple state of society, great places of resort for loungers. They are a great deal larger than the shops of other artists, sometimes fifteen feet deep and proportionally broad, with benches around them for the loungers to seat themselves. On the walls they have dabs of pictures representing naval victories of the Algerians over the Christian artists who had been prisoners here. Here the Moslem has his beard shaved and his beard stained. The Algerian barber is, as every where else, a mighty news-monger. These shops the French spy reported that they have found conspiracies hatched and plans laid for insurrection, which probably never existed.

It computes that the expense of living at Algiers is about as dear at present as it is at Paris. The arrival of the French, it may easily be imagined, raised the price of almost everything. That of wheat, and all manner of meat was quickly tripled and quadrupled in the market to a height of cost which they had never before been known to attain. Yet, though the great part of vires thus raised, some of them kept stationary. Honey and sugar for instance, remained the same, the former at 80 and the latter at 60 centimes for the pound of 27 ounces. Brandy also continued steady, though it has been for some time falling rather than rising. The price of the French, in this climate a moderate infusion of brandy in water is not unwholesome, except in a particular state of the body, when the inflammation is too great. But the price of brandy is a little under stands not the point of moderation. It is difficult to conceive how he gets money to poison himself with brandy, for his pay leaves him only a few days for pocket money; but so it is, that he gets frequently enough of it to be sent to day in the hospital, and to-morrow to the grave.

The French have been here for about 3000 soldiers a year, and one of their physicians tells me that at least a sixth part of them have fallen victims to sheer drunkenness.

During the last three months of the present year, wheat averaged 9 francs 75 cents, for 45 kilograms. The kilogram is about 2 lbs. weight, and 9 francs 75 cents, make, at the exchange of 21 sterling for 24 francs, \$3.41 for 90 lbs of wheat; which is about 40s. a quarter. Beef averaged at 40 cents, the half kilogram, about 41. a pound; veal was a trifle cheaper and mutton a trifle dearer. Fowls rated at 1s. 1d. apiece. Rice at about 17s. by the cwt. Potatoes at 4s. 4d. the cwt. An ass-load of wood at 1s. 3d., and the same load of charcoal at about \$3. 61. Finally, vin ordinaire (it is very ordinary indeed) may be had for about 2s. a bottle; but from logwood dye and alum I should think that an equally good beverage might be prepared still cheaper.

*A centime is the hundredth part of a franc.

Caution—Three dollar notes on Circleville, Ohio Bank, altered to Twenty dollars, are in circulation. The bank has never issued notes of the denomination of Twenty Dollars.

Carroll Free Press: PUBLISHED BY PEARCE & CHRISTY. Rail Road Report. For the President & Directors of the Yellow-Creek, Carrollton & Zor Rail Road.

January 13th, 1833.

GENTLEMEN:
I beg leave to Report, that, examinations and estimates have been made of the entire line from the mouth of Yellow-Creek through Carrollton to Zor.

For the description of the line and for the making the estimates, I have divided the line into three divisions. Division No. 1 commences at the mouth of Yellow-Creek and extends to Dunlap's mill—a distance of 24 and one third miles. No. 2 is 12 and one fourth miles long, extending from Dunlap's mill, to Chamber's mill, (34 miles west of Carrollton.) No. 3 extends from Chamber's mill to Zor, on the Ohio Canal. The length of this division is 22 and two third miles, making the whole length of the road 59 and one fourth miles.

In making a road to do the trade and travel of the Great West, as this is intended to do, it should be so constructed as to effectually prevent the possibility of any other mode of communication ever coming into successful competition with it; therefore, the estimates have been made for the best, and most approved plan of road now in use in our country. And the examinations have been conducted with a view of using locomotive power throughout the whole distance; and to bring the surface of the road to such grades and curves as to admit of the use of such power, it will be necessary to make many heavy excavations and embankments, which swells the estimate of the middle division considerably over that of the other two.

I will now give a concise general description of the plan of road, for which the estimates have been made.

The bed of the road is to be graded 25 feet in width, where the line is carried along the hill sides; which is for the first 3 and two third miles on the first division, and the whole of the 24 division as it will be much cheaper to make the road full width at first, the addition afterwards.—On the remaining part of the first division, and the whole of the 34 division, the road is estimated but 12 feet wide, for a single track, as the necessary width for a second track may easily be made, at any time, as it will be embankment entirely.

The superstructure has been estimated for wooden sleepers, upon which the rails are to rest, at intervals of 3 feet, to which the top string pieces are secured for the purpose of supporting the iron rail. The sleeper or under string pieces are inserted for the purpose of strengthening the road, and preventing irregular and partial settling. These bottom string pieces may generally be made of timber which will be cut from the spruce to be occupied by the road; & may be various in their dimensions. Two cross ties and upper string pieces are proposed to be 6 inches square, of the best quality of white oak—which is found in abundance along the line.

The non-rails will be 2 and one fourth inches wide by five eighth of an inch in thickness, and from 15 to 18 feet long.—Two rail weights 14 lbs. per running yard, and will require 24 tons for each mile of single track.

The heaviest grade found necessary is 71 feet per mile, which will be 6 miles in length—extending 3 miles in each direction from the summit; and it is that that a road of this kind would be preferable to one with inclined planes with stationary power, as it has been clearly proven, that a road of this kind may be worked by locomotive power, by keeping excavations upon this part of the road, for the purpose of assisting those that may be going from one direction. It appears by the report of J. Knight, Esq. P. Engineer of the Baltimore and Ohio Rail Road Co., that an 84 ton Engine would ascend a plane of this kind with a load of 15 tons, at the rate of ten miles per hour; and the same engine would pass over the east of this road with twice this load (30 tons) at the rate of 20 miles per hour—thus enabling the trip through to be made in a little over four hours.

The estimates have been made for a single track, except on the middle division, where the extra power will be used and probably, be kept constantly in motion—thereby rendering it necessary to have the two tracks to perform the business that may be done on the rest of the road with a single track, with the necessary turn-outs.

In making the estimates for the clearing, it has been done with a view of clearing the whole width claimed by the charter, (one hundred feet.)

From the mouth of Yellow-creek, the line is carried up the left side of the creek on a steep hill side, for 3 and two third miles. This is done with a view of keeping the level above high water mark in the Ohio River, there the line leaves the hill side and crosses to the right or north side of the creek, and continues up the bottom land—which is remarkably favorable, as far as Dunlap's mill, (the upper end of the 1st division.) The bottom lands are wide and present a uniform surface with regular grades for the whole of this division, varying from five to 15 feet per mile. There will be several crossings of the creek in this distance, and two short Tunnels through sides of the hills which run into the short bends of the creek. By making the tunnels to avoid much short curvature heavy grading, and materially shorten the distance. The

Bridges and Tunnels have been provided for in the estimates. One of the Tunnels will be three, and the other one hundred feet in length.

From Dunlap's mill to Chamber's mill, the distance is 13 and one fourth miles. The ground on this division is rough and much cut up by deep ravines requiring many heavy excavations and high embankments. It is on this division that we meet with the difficulties as to grades—the heaviest being on the first six miles of this division, extending a short distance below Patterson's mill—where we are compelled to descend to and cross the valley of Connetton, for the purpose of again ascending to reach Carrollton, which is made a point in the charter.—The line from Dunlap's mill passes up McCash's run to its source; thence ascends the head of Spruce camp to the summit of the dividing ridge, at A Joe's.—From the summit, the line passes down the south side of Patterson's fork of Connetton to a short distance below where the S. C. and Canton road crosses the same. Here we cross and ascend to Carrollton, with a grade of 50 feet per mile, and with the same grade descend a gain to the valley of Connetton, at Chamber's mill—making the whole grade of 50 feet per mile, 7 and one fourth miles long.

From Chamber's to Zor, the distance is 22 miles. The line passes for the whole distance on the north side of the creek passing through the flourishing village of Cumberland. The ground on this division is remarkably favorable, as the line will pass for the whole distance, along the creek bottom, which is very regular, requiring only to be raised from 2 to 5 feet, to keep above the floods of the creek. The descent is about 5 feet per mile, for the whole of this distance.

It may be proper here, to remark that, examinations were made of a route by the Little North Fork of Yellow creek to Carrollton; but, after passing the first summit, ascents and descents were found to be so numerous and abrupt that the route was abandoned; and, therefore, no estimate has been made of it.

Having adverted to the difficulties to be overcome, and described the plan of the work, I will now give results of the estimates.

First Division, 24 miles long

50,500 cu. yds. of excav. (a) 8	\$6,464.00
75,000 " " " " " " " " " "	13 12,600.00
43,200 " " " " " " " " " "	33 14,256.00
310,000 " " " " " " " " " "	10 3,100.00
5,200 Perches Culvert Masonry (a) \$2.50	13,000.00
3,800 Cub. Yards Tunnel Excavation 200	7,600.00
Superstructure of Rail	
g. s.	3,000.00
Grubbing & clearing	5,000.00
Fencing	2,500.00
	51,980.00

Second Division, 12 miles long

145,000 cu. yds. of excav. (a) 8	\$11,400.00
110,000 " " " " " " " " " "	10 17,600.00
83,000 " " " " " " " " " "	33 24,300.00
180,000 " " " " " " " " " "	9 1,620.00
125,000 " " " " " " " " " "	14 17,500.00
1,000 Perches Culvert Masonry (a) \$1.50	1,500.00
Grubbing & clearing	5,000.00
Fencing	1,000.00
	38,160.00

Third Division, 24 miles long

23,000 cu. yds. of excav. (a) 15	\$3,450.00
232,000 " " " " " " " " " "	9 2,088.00
Grubbing & clearing	8,000.00
Fencing	1,500.00
530 Perches Culvert Masonry (a) \$2.00	1,160.00
	15,198.00

Cost of Superstructure for 1 mile.

21,640 Feet 6 by 6 in	
Tim. (a) 4c.	\$255.00
10,500 " " " " " " " " " "	2 210.00
22 Tons Iron (a) 55 dollars	1,210.00
Laying 1,760 yds. rail way (a) 33	580.80
Multiply by 524	\$2,987.80
Add 13 miles 24 track on middle division.	38,833.80
Add grading	223,210.00
	445,084.10
Add ten per cent for contingencies &c.	44,508.41
	\$489,592.51

Making the whole cost of 524 miles of grading and 624 miles of single track, \$489,592 dollars and 51 cents.

All of which is respectfully submitted.

THOS. J. POWER, Engineer.

Remarks on the foregoing Report

From the foregoing Report of the Engineer the distance, the plan of construction, and the estimated cost of the same are fairly and impartially set forth. In addition to the matter set forth by the Engineer, the Board of Directors deem it their imperative duty, to lay before you the necessity that now exists, of uniting by a general commercial path way, the common interests of the East and the West; and in the end, set, they would wish it to be particularly understood, that their motives are not selfish; neither is the construction of the proposed Rail Road urged from a desire to defeat any other general mode of conveyance. The location and construction of Rail Roads and Canals through other sections of our common country, instead of tending to retard, have urged them to use their united exertions to further the object.

The location is made through a section of country, then which flow, if any hold out more lasting advantages to the farmer, the merchant and mechanic. The Eastern Division, of the Road, is located upon the Valley of Yellow Creek; a stream that, at all seasons of the year, affords a very adequate supply of water for propelling the various machinery, already in successful operation along its banks. The many and profitable Salt wells, yielding at all seasons of the year, an inexhaustible supply of impregnated water, cannot be considered of minor importance. In addition to these numerous and almost continuous bed or beds of coal stored up in its banks, must, at all times, be considered, as calculated to yield a handsome profit.

The middle Division of the Road is located through a section of country, to which the hand of industry has already given a fair appearance. Grain, in great abundance, is yearly raised; and for want of a cheaper and speedier mode of transportation has to be hauled off; and even, at a point near the summit, where water power to drive machinery is wanting, the Steam power is seen in successful operation.

The Western Division is located along the waters of Connetton and One Leg; both of which streams will open a source of immense profit; not only from the mills already erected, and from the many well adapted sites that are yet unimproved but from the great fertility of the valley in agricultural products also. The termination of the proposed Road at the Ohio Canal near the Village of Zor will only be the commencement of the great Western Rail Road, which will commence at or near that place; and is intended to form a general and uninterrupted Road from the Western Lakes to the Eastern Cities.

To give a correct estimate of the various kinds of trade and travel that must necessarily be transported, annually, along the Road, can, at this period, only be supposed; but within five miles on each side of the track, data of an amount not to be doubted can be given; a number of articles in the transportation line are here submitted—

Coal	Tons	1600
Flour	"	4500
Wheat	"	5070
Bacon	"	450
Salt	"	300
Lumber	"	200
Merchandise	"	400
Oil	"	200
Total		12420

Calculate this tonnage to pass over, only, one half the length of the Road, according to the rates of toll allowed by the charter, and the cost of transportation will be \$24,210. To this, add 2200 Tons of Eastern Merchandise (destined to supply the counties of Stark, Tuscarawas, Holmes, Coshocton, Wayne and Richland, or the parts thereof, through which the great Western Rail Road, will be located,) for the whole distance of 524 miles, and a further sum of \$5,589 will accrue, making a total of \$29,799.

In this calculation, the toll is estimated, that no one need be supposed or estimated at a greater quantity, than will be realized; but, on the contrary, they can say, and without fear of contradiction, that the quantity of tons, would, within two years, after the commencement of transportation, be doubled. The merchandise tonnage is estimated for Carroll county alone; also the Bacon, Salt and Lumber tonnage. The trade, that must, necessarily, pass along the track from the West, and destined for the Eastern market, will certainly, over balance the amount of that reported within the bounds of the road. The commencement of the Wayne, Richland and Crawford Rail Road, at, or near the Zor Furnace on the Ohio Canal must greatly add to the quantity of surplus, that will be destined to some of the Eastern Cities, and will increase the toll and aid in making the Road profitable.

Reference being had to the doings of Incorporated Companies, in various sections of the Union, it will be found that works of general importance have not been checked, much less abandoned, although greater obstacles had to be surmounted, than is here presented. Mountains have been surmounted, and valleys have been filled, for the purpose of more closely uniting the general interests of the East and the West.

By this Road, and works of a similar kind, now being, and already constructed a link, uniting in commerce Indian, Ohio with Pennsylvania, will be formed; thus promoting our common interest. To aid in keeping in action that general and necessary intercourse should be an object to every public spirited citizen.

It must be conceded that Pennsylvania is particularly interested in this work. By Rail Roads, merchandise can be (with very inconsiderable interruptions) carried from point to point at all seasons of the year, and more particularly in the spring and autumn. To the farmer, the merchant, the mechanic and traveler the more direct, safe, speedy and certain mode of conveyance is at all times, a desideratum.

The location is made through a section of country, then which flow, if any hold out more lasting advantages to the farmer, the merchant and mechanic. The Eastern Division, of the Road, is located upon the Valley of Yellow Creek; a stream that, at all seasons of the year, affords a very adequate supply of water for propelling the various machinery, already in successful operation along its banks. The many and profitable Salt wells, yielding at all seasons of the year, an inexhaustible supply of impregnated water, cannot be considered of minor importance. In addition to these numerous and almost continuous bed or beds of coal stored up in its banks, must, at all times, be considered, as calculated to yield a handsome profit.

By order of the Board.
JOHN MCCORMICK Sec'y.
March, 13 1833

TWENTY-FOURTH CONGRESS FOURTH SESSION. OHIO AND MICHIGAN BOUNDARY.

On motion of Mr. EWING, of Ohio the preceding orders were then postponed, and the Senate proceeded to consider the bill to establish the northern boundary of Ohio.

Mr. MORRIS moved to amend the bill so as to conform to the views he had embodied in his joint resolution on the subject.

Some discussion took place, in which Mr. MORRIS, Mr. CLAYTON and Mr. EWING briefly participated.

Mr. MORRIS asked for the yeas and nays on his amendment, which were ordered, and taken; & his amendment was rejected.

The question being on the engrossment of the bill, on which the yeas and nays were ordered; the decision was as follows:

YEAS—Messrs. Benton, Black, Calhoun, Clay, Clayton, Crittenden, Cuthbert, Davis, Ewing, of Illinois, Ewing, of Ohio, Goldsborough, Grandy, Hendricks, Hill, Hubbard, King of Ala., King, of Georgia, Knight, Leigh, Linn, McKean, Morris, Naudain, Nicholas, Porter, Prentiss, Preston, Robbins, Robinson, Southard, Telford, Tipton, Tomlinson, Walker, Wall, White—86.

NAYS—Messrs. Niles, Rugles, Shepley—3.

So the bill was ordered to be engrossed for a third reading, in the following form:

A Bill, to settle and establish the northern boundary line of the State of Ohio.

Be it enacted, &c. That the northern boundary of the State of Ohio shall be established by, and extend to, a direct line running from the southern extremity of Lake Michigan to the most northerly cape of the Miami bay; thence northeast, to the northern boundary line of the United States; thence with said line, to the Pennsylvania line.

Sec. 2. And be it further enacted, That the boundary line surveyed marked and designated agreeably to "An act to authorize the President of the United States to ascertain & designate the northern boundary of the State of Indiana," approved March the second eighteen hundred and twenty seven, shall be deemed and taken as the east and west line mentioned in the constitution of the State of Indiana, drawn through a point ten miles north of the southern extreme of Lake Michigan, and shall be and forever remain the northern boundary of said State.

Sec. 3. And be it further enacted, That the northern boundary line ascertained, surveyed, and marked agreeably to a law of Congress entitled "An act to ascertain and mark the line between the State of Alabama and the Territory of Florida; and the northern boundary of the State of Illinois, and for other purposes," approved March second eighteen hundred and thirty-one, shall be deemed and taken as the line west from the middle of Lake Michigan, in north latitude forty two degrees thirty minutes, to the middle of the Mississippi river, as defined in the act of Congress entitled "An act to enable the people of the Illinois Territory to form a Constitution and State Government and for the admission of such State into the Union on an equal footing with the original States, approved eighteenth of April, eighteen hundred and eighteen, and shall be and forever remain the northern boundary line of said State.

The Senate then adjourned.
Nat. Int. March 10th

OHIO LEGISLATURE. IN SENATE.

Thursday, March 10.

On motion of Mr. Taylor, the Senate took up the bill to prevent the circulation of small Bank notes, with the amendments of the select committee. [The amendments provide for a tax of 20 per cent on the dividends of all Banks except such as surrender the right to issue notes under \$3 before the 4th of July next, and under \$5, before the 4th of July 1837; upon whose dividends a tax of 5 per cent only shall be levied. The second section provides, that if any Bank so surrendering shall issue, thereafter, notes of a denomination to issue which they have surrendered the right, they shall forfeit ten times the nominal value thereof.

The third section prohibits the circulation of notes under \$5 by individuals after the 1st of January, 1837, & under \$5 after the 1st of January, 1838, under the penalty of forfeiting five times the nominal value.]

Mr. McClellan moved to strike out the third section; which was disagreed to, yeas 10, nays 21.

Mr. Patterson moved the postponement of the bill and amendments until the first Monday in December next; which was lost—yeas 16, nays 18.

The question then recurred on—agree-

ing to the amendment, and was carried—yeas 19, nays 15.

The bill was then ordered to a third reading, by the following vote:

YEAS—Messrs. Black, Crouse, Hopkin, Hunt, Jickly, M. J. McClellan, McMechan, Patterson, Price, Ravenscroft, Scott, Sharp, Shepley, Smager, Taylor, Thompson, Vincent, Wellhouse, and Spenser—20.

NAYS—Messrs. Allen, Cox, Donally, Florence, Granger, Houston, Howard, James, Kendall, King, Kirby, Morse, Newell, Steele and Wadsworth—15.

HOUSE OF REPRESENTATIVES.

The special order of the day, the bill from the Senate to prohibit the establishment within this State of a branch or agency of the Bank of the United States, as incorporated by the Legislature of Pennsylvania, &c. was taken up at a late hour this afternoon. [We are unable, before the hour of putting our paper to press, to prepare and put in type for this number a detail of the proceedings had thereon, which together with the remainder of this day's proceedings, must be deferred to our next. We will, however, add that before the bill was disposed of, (which was done by recommitting it to a select committee,) a motion by Mr. Butler prevailed—40 to 23—to strike out that part of the bill which makes it unlawful for any Bank or body corporate within this State, or any person connected with them to issue or pass bills or notes of the (new) Bank of the U. States.]—O. S. Jour.

From the Harrisburgh Chronicle.

Senator PENROBE off read a preamble and resolution on Sunday, proposing that if any State should pass a law to interfere with the State Bank of Pennsylvania, PENNSYLVANIA should pass similar laws to meet the occasion. We have our rights, and will sustain them. The preamble and resolution are as follows:

Whereas, The mutual interest, not less than the ties of common kindred, and the highest sentiments of patriotism which bind together the different States of our National Union, should be promoted by every facility which can invite to that intimate commercial intercourse between the citizens of the different States, which has so happily been hitherto fostered among them;

And, whereas, Pennsylvania has always been willing by every effort in her power, to encourage such intercourse, (one of the strongest bonds of the Union of the States,) by treating with respect the institutions of her sister States, as established as well to promote it as the interest of their immediate citizens, she cannot, therefore regard with any other feeling than that of sincere regret the manifestation of a different spirit by any other State; but while she can never cease to deplore such a spirit, a consideration of self respect, and a resolute determination to maintain the rights of her citizens, must impel her, however reluctantly, to meet such spirit by counteracting legislation.

And, whereas, it appears that in the Senate of Ohio a bill has been introduced to prohibit the establishment within that State of any branch, office or agency of one of the banks of this State, called the Bank of the United States, and to prohibit also the introduction, passage, or circulation within that State of the bills, notes, checks, drafts or orders of said bank; or of any branch or agency thereof;

And, whereas, While we are willing to cement our connection with this & every other State in the Union by a perfect reciprocity of benefits & advantages, we hold it to be our right as it is our duty, to protect our citizens, our institutions, & State, against every attempt, come from what quarter it may, to inflict injury or insult upon them.

Therefore, Resolved, That the Committee on Banks inquire into the expediency of passing a law to prohibit the establishment within this State of any branch, office, or agency, and the introduction, passage, or circulation within this State of the bills, notes, checks, drafts, or orders of any bank, branch, office, or agency, of any State which has, or may hereafter prohibit the establishment within each State, of any branch, office, or agency of any bank of this State, and the introduction, passage, or circulation within each State of the bills, notes, drafts, or orders of any of the branches of this State; if failing, for the violation of such law, the same pains and penalties by which such State has or may have enforced such prohibition.

It will afford pleasure to the numerous friends of St. Don Manuel Carvallo (late Charge d'Affaires of the Republic of Chili to the United States) and lady, who sailed from Baltimore for Valparaiso in July last, to learn that letters have been received announcing their safe arrival in good health, after a tedious and tempestuous voyage of one hundred and twelve days.—Globe.

The celebrated chief Cornplanter, aged about 100 years, died at the Seneca reservation in Pa. on the 7th of Feb. last.